

GENERAL PLAN INTRODUCTION

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INTRODUCTION

Our vision for Torrance is of a premier City thriving in a global community while building on the past, taking action in the present, and pursuing a dynamic future.

- City of Torrance Strategic Plan, 2008

Since its founding in 1912 as “A Balanced City”, the City of Torrance has embraced changes that have expanded economic development opportunities, created new housing, improved public services and facilities available to residents, and preserved resources integral to the health of the community. Over the next twenty years, Torrance will continue to experience change, guided by the goals and policies contained in this General Plan.



GENERAL PLAN PURPOSE AND SCOPE

The Torrance General Plan is the principal policy document for guiding future development in the City. The General Plan reflects the community's shared values of what Torrance is today and what it will be in the future. The Plan has a long-term horizon, addressing an approximately 15- to 20-year time frame. At the same time, it provides a foundation for the day-to-day decisions of the City Council, City commissions, and City staff. The General Plan defines what kind of urban development is desired by the community, what physical and social infrastructure are required to support that development, and how community development goals will be achieved.

Every city and county in California is required to adopt a general plan and update the plan at regular intervals. The purpose of the general plan is to anticipate and plan for "the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (California Government Code §65300). Such plans generally consist of a series of chapters, or elements, which address certain required issues – such as land use, circulation, housing, and resource conservation – plus any other issues of unique concern to a jurisdiction. For example, many cities' general plans address arts and culture or urban design. California law requires general plan policies be internally consistent, meaning that each element must express parallel goals. The reason for this is simple: the general plan must provide guidance for development, and conflicting provisions undermine that requirement. California's general plan guidelines state: "Without consistency in all ... areas, the general plan cannot effectively serve as a clear guide to future development."

Planners use many analogies when describing a general plan, the most common ones being the city's blueprint or the road map that provides the path toward the city's desired future. For Torrance, this General Plan is much more than a blueprint or a road map. While this General Plan does identify where Torrance looks to be in the year 2030, this Plan also serves as an operations manual for the City, identifying what actions the City will take both to preserve those characteristics that have made Torrance such a desirable community and to move toward change that benefits residents and the business community. The primary benefit of long-range planning is that such planning enhances the City's ability to control factors that lead to positive change. The goals and policies contained in this Plan have been crafted to enhance our residential neighborhoods, maintain and grow an attractive business environment, provide high-quality municipal services to the community, and bring visitors to Torrance who contribute to City revenues.

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The linkages this Plan establishes between land use and the transportation, land use and infrastructure, and land use and economic health are appropriately flexible to respond to regional – and broader – influences, yet still allow the City to achieve its goals.

To be considered comprehensive, this General Plan must address many issues which are related to and influence land use decisions. Specifically, in addition to land use, State law requires that the general plan address circulation, housing, the conservation of natural resources, the preservation of open space, the noise environment, and the protection of public safety (Government Code §65302). Jurisdictions may prepare and adopt any other General Plan element or address any other topics of particular relevance or interest to that community, with the understanding that these optional elements must be implemented with the same vigor – and are subject to the same legal scrutiny – as the mandatory elements or topics.

The Torrance General Plan discusses these issues in six chapters, called *elements*. These elements are:

- The **Land Use Element** focuses on the built environment of Torrance, laying out the framework for balancing development with broader community aims.
- The **Circulation and Infrastructure Element** addresses issues, goals, and policies related to circulation, traffic management, parking management, public transit, walking, biking and trails, and airports. This element also discusses water supply, wastewater, storm drainage, and utilities.
- The **Community Resources Element** examines both natural resources and the open space and other community resources we create, and establishes policies to protect those resources that distinguish and define Torrance. Topics addressed include parks, recreation, open space, community facilities, historic preservation, air quality, water resources and conservation, mineral resources, wildlife protection, energy conservation, aesthetic resources, and sustainable practices.
- The **Safety Element** identifies hazards present in the community and defines approaches the City takes to provide proper planning and emergency response services can mitigate the hazards. Sections in the Element include: Emergency Services, Hazards, Flood Concerns, and Geologic and Seismic Considerations.
- The **Noise Element** identifies community noise concerns and includes policies and programs to minimize noise impacts in Torrance.

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- The **Housing Element** specifies ways in which the housing needs of existing and future residents can be met. Torrance’s Housing Element is updated every five to six years pursuant to State law.

Table I-1 shows the relationship between the six elements of the Torrance General Plan and the State-mandated elements.

**Table I-1
State Mandated Element Consistency**

Torrance General Plan Elements	State Mandated General Plan Elements							Optional Topics	
	Land Use	Circulation	Housing	Noise	Safety	Conservation	Open Space	Historic Preservation	Economic Development
Land Use	●							●	●
Circulation and Infrastructure		●							
Community Resources						●	●	●	
Safety					●				
Noise				●					
Housing			●						

The General Plan also includes an Implementation Program, located in Appendix A. The Implementation Program identifies the specific actions the City will undertake to implement goals and policies. Ongoing review of these Implementation Programs allows the City to adjust programs and planned actions to respond to new or refocused priorities, to address annual budget constraints and/or opportunities, and to account for changes in the physical conditions or economic circumstances of the community (for example, occurrence of a natural disaster).

State law does not mandate how often the General Plan must be updated, except that the Housing Element must to be updated every five years. State law, however, does require that a General Plan be updated periodically so that it remains a true reflection of a community’s values and goals. It should also be updated as needed to update technical information and address locally relevant issues.

TORRANCE'S BEGINNINGS – OUR CONTEXT FOR PLANNING

Torrance is located in southwestern Los Angeles County, in the highly urbanized South Bay region. Neighboring communities include Rolling Hills Estates and Palos Verdes Estates to the south, Redondo Beach to the west, Gardena and Lawndale to the north, and Carson, City of Los Angeles, and unincorporated County of Los Angeles and Lomita to the southeast.



Figure I-1: Regional Location

The first inhabitants of the South Bay were the Native American Gabrielino Indians. When the Spanish arrived in the late 1700s, the Indians were displaced and the Spanish government began granting land to its citizens in California. The first recipient of such a grant in Southern California was Juan Jose Dominguez, a retired soldier. Dominguez's 75,000-acre Rancho San Pedro spread out across most of what is now the South Bay region, from the Los Angeles River on the east to the Pacific Ocean on the west. It encompassed the current-day cities and communities of Compton, Gardena, Carson, Redondo

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Beach, Torrance, Palos Verdes Estates, Lomita, Rolling Hills Estates, Rancho Palos Verdes, San Pedro, Wilmington, Harbor City, and a part of Long Beach.

On May 31, 1911, the Dominguez Estate Company sold 2,791 acres of the rancho to Pasadena developer Jared Sidney Torrance. Torrance paid \$976,850 for the property. Susana Dominguez Del Amo sold an additional 730 acres to Torrance for \$350 per acre. The land was subdivided and founded as Torrance in 1912. Jared Sidney Torrance (1852-1921), a real estate developer and vice president of Union Oil Company, envisioned a planned residential and industrial community.¹



Torrance 1925: This view of Torrance is looking south. The Pacific Electric Torrance shops are on the right in the foreground. Downtown Torrance is to the south and southeast. An array of oil derricks fills the background.
Source: Los Angeles Public Library Photography Collection

Only a few years after the City's incorporation in 1921, petroleum was discovered in Torrance, and the discovery transformed the City from a small town to a major industrial area. Industry in Torrance continued to

shape its development as a major employment center in the region. In the early 1900s, Torrance was an important hub site of the Pacific Electric Railway, also known as the Red Car system. The ease of access into the City by the Red Cars provided the impetus for industrial development along those lines. Today, Torrance continues to be a preferred location for companies focused on moving people, with two of the three largest Japanese auto makers – Toyota Motor Sales, U.S.A. and American Honda Motor Company – locating their U.S. headquarters here. California's aerospace industry began in Torrance and surrounding communities, and has played an important role in City history as well. As a major oil-producing region, Torrance was once dotted with thousands of oil wells and oil derricks. The Mobil refinery in the north end of the City, established in 1929, is still responsible for much of Southern California's gasoline supply.

¹ Historical information derived from *Historic Torrance: A Pictorial History of Torrance, California*. Dennis F. Shanahan and Charles Elliot Jr. Redondo Beach: Legends Press, 1984; and *Torrance: A City for Today*. Peggy Coleman Dalton. Chatsworth: Windsor Publications, 1990.



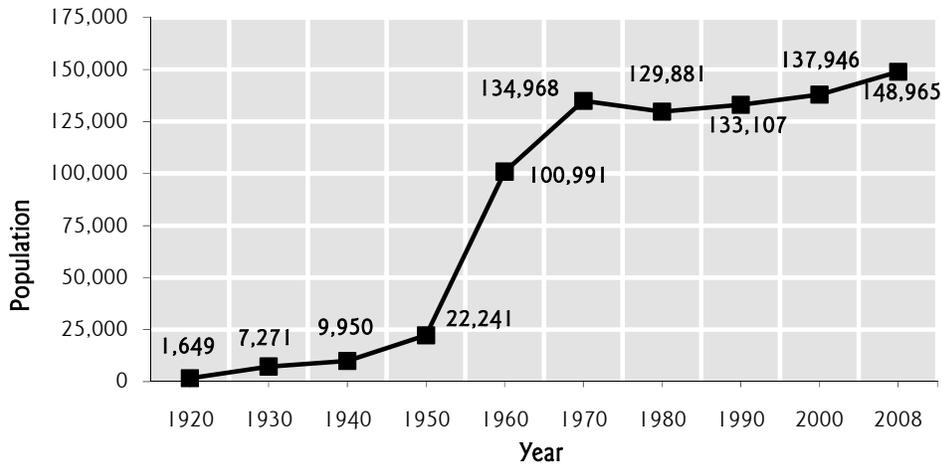
Downtown Torrance 1963: View of downtown Torrance business and shopping area. August 9, 1963 *Herald Examiner* caption: "A population of 120,000 within the 21-square-mile city keeps Torrance downtown merchants busy. The city grew from 1,800 in 1921 to 20,000 in 1950. Then the Southern California boom came to town. Houses now sell 'like hot cakes.' "
Source: Los Angeles Public Library Photography Collection

Torrance also became an important commercial hub for the South Bay. Starting at the corner of Hawthorne and Torrance Boulevards, commercial development began spreading north and south, reaching a high point in the 1960s with development of major commercial and financial developments, including the Del Amo financial and commercial developments. Today, Del Amo Fashion Center is one of the largest malls in the United States. Estimates vary between the second largest (after the Mall of America in Bloomington, Minnesota) and the fourth largest, depending on the measurements used. The mall underwent a major renovation and debuted an open-air lifestyle wing in 2006.

The City has strived to realize Jared Torrance's vision of a city with an ideal balance between the three major types of zones. This is evident in the City slogan: "A Balanced City: Industrial, Residential, Commercial." Today, Torrance is considered to be a highly desirable place to work and live, reflected in the major employers in the City as well as its coastal location. The City, which covered about 3.8 square miles and had a population of 1,800 at its incorporation in 1921, now encompasses 21 square miles, with a population close to 149,000 residents as of 2008².

² State of California Department of Finance. Population and Housing Estimates, 2008.

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Population: Torrance's significant growth occurred between the 1950s and 1970s. Population continues to increase, but not at the accelerated rates of the past.

Source: City of Torrance, California Department of Finance, U.S. Census Bureau

**Figure I-2:
Population Growth 1920-2008**

COMMUNITY PLANNING

In creating the General Plan, an extensive outreach process was conducted that enabled hundreds of Torrance residents and the overall community to participate. Workshops were held to introduce concepts to the general public, and the City's many commissions benefitted from study sessions in which they reviewed drafts of the General Plan Elements.

Twenty **General Plan Community Workshops** were held, with the Planning Commission serving as an advisory committee to the City Council. Commissioners conducted fourteen workshop meetings between February 2005 and May 2006, with an additional four workshops held to review draft General Plan Elements. During the workshops, Commissioners formulated a long-range plan for Torrance and assisted in translating the plan into goals and policies, as well as suggestions for land use and development capacity within the City. The public actively participated, sharing their comments and concerns during these workshops.

Throughout January, February, and March of 2005, a series of **focused interviews** were held with Torrance City Council members, City staff, property owners, and community representatives, including business owners, school district staff, members of homeowners associations, and community service providers. The purpose of these discussions was to document potential issues and opportunities relevant to the General Plan. The discussions were held in confidence and facilitated the identification of issues to be addressed in the Plan.

Communitywide participation occurred at an **Open House** on June 4, 2005. Approximately 200 Torrance residents shared their ideas at the General Plan Community Open House. Participants were able to review background information about the General Plan update process, identify and document traffic congestion areas, define preferred densities and urban forms for the City's many residential areas, and express other community concerns.



Torrance General Plan Open House: Residents learn about the General Plan and discuss issues with City staff. Over 200 people attended the Open House on June 4, 2005. The intent of the festival was to identify community issues the General Plan should address and ideas to be incorporated into the Plan.

To inform residents about the General Plan update, a special **General Plan newsletter**, with an overview of the proposed General Plan and its contents, was distributed to residents. To reach a larger audience and those residents that could not participate in person at any of the public events, the City created a **General Plan Website** to provide information on the General Plan update program and upcoming events. Summaries of public meetings and information of program progress were posted. The public was encouraged to comment on various aspects of the program during its formation.

General Plan Element Review Study Sessions were held with various City commissions and advisory bodies to review the draft elements. The Commissions evaluated the specific elements and provided technical expertise relevant to their charge as a commission or advisory body. The public was invited to share their comments and concerns during these meetings, which included:

- Traffic Commission - December 2005, February 2006, March 2006, April 2006, December 2007, March 2008
- Cultural Arts Commission - November 2007
- Library Commission - November 2007
- Parks and Recreation Commission – December 2007
- Homeowners coalitions and homeowners associations - 2007/2008
- Environmental Quality and Energy Conservation Commission - December 2007, September 2008

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- Commission on Aging - January 2008
- Planning Commission - January, April, July, August 2008
- Community Services Commission - 2008
- Water Commission - 2008
- Disaster Council February 2008
- Youth Council - January 2008

Neighborhood-specific meetings were held in 2007 with representatives from homeowner coalitions and active homeowners associations. During these meetings, participants worked with City staff to craft general descriptions of their neighborhoods and to define future direction for each neighborhood.

Prior to adoption, the updated General Plan and associated Environmental Impact Report were circulated for public review and comment. Two public workshops to review the proposed General Plan in its entirety and EIR during September and October, 2009, with public hearings held subsequent to the workshops. The City Council conducted hearings during the latter months of 2009.

GUIDING PRINCIPLES

Building upon the City's history, the *Guiding Principles* set the foundation for the General Plan. Guiding principles provide the framework for decision-making and establish benchmarks to measure decisions relative to community values and desires. The principles express Torrance leaders' and residents' strongest values for the future and guides development of the community. These guiding principles are expressed throughout the General Plan elements and will guide all decisions made to implement the General Plan. Working together with civic leaders, community organizations, and residents, we can pursue our common values and enjoy a community that achieves our goals and instills pride.

The following principles convey the community's desires for the future:

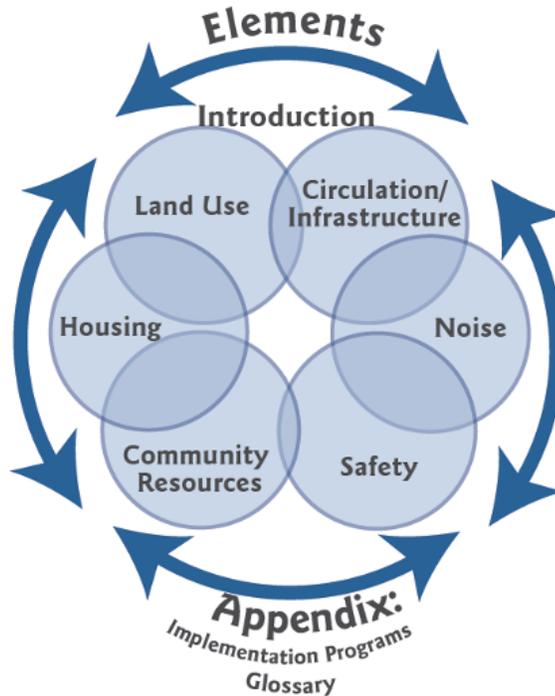
TORRANCE GENERAL PLAN GUIDING PRINCIPLES

- Future development will occur consistent with the high standards we have set and that make Torrance a desirable place to live.
- Development decisions will be based upon the availability of infrastructure, schools, and public services to meet anticipated needs and to avoid compromising high service levels to established homes and businesses.
- All development will reflect the special characteristics that distinguish the City's many neighborhoods and districts by considering the scale, urban form, design, character, and quality of the existing community.

- Modest growth will be encouraged at the City's periphery parcels where the gradual turnover and enhancement of uses can improve districts and neighborhoods and enhance property values.
- The City will preserve its valuable industrial core and jobs base.
- The City will accommodate a diverse range of commercial uses at locations throughout Torrance to meet the local shopping and service needs of residents, and to create opportunities for revenue generation at regional centers.
- The City will encourage the revitalization and conversion of older, under-performing, blighted commercial and industrial areas.
- Modest residential growth will accommodate a diverse demographic and maintain the City's family-friendly environment. The City recognizes the demand and need to increase housing opportunities for working families and seniors.
- On a limited basis, the City will support mixed-use development approaches where such development is compatible with the surrounding uses.
- Future growth will be respectful towards the City's cultural resources and architectural heritage. The City will encourage the preservation of Old Torrance's distinct character and encourage preservation of its unique characteristics, such as the street layout and its structures.
- The City will encourage alternative modes of transportation such as walking, bicycling, and transit. New development will be encouraged to provide pedestrian linkages between commercial sites, and between residential neighborhoods and commercial districts.
- The City will seek ways to enhance the level of service of the roadway system while minimizing traffic intrusion into residential neighborhoods.
- The City will continue to maintain a high level of public services to the community by protecting and enhancing public resources such as schools, libraries, the airport, hospitals, parks and open space, and community centers.

USING THE GENERAL PLAN

Because the General Plan is a community document intended for use by the Torrance community, not just City staff and decision-makers, the Plan has been written and organized for ease of use. Tables, diagrams, and maps help readers understand planning concepts, and sidebar notes define terms and direct users to chapters addressing related topics or policies. The organization of the General Plan allows users to turn to the section that interests them and quickly obtain a perspective of City policies on the subject. However, General Plan users should realize that the goals, objectives, and policies throughout all chapters are interrelated and should be examined comprehensively. All of these components must be considered together when making planning decisions.



KEY TERMS USED

Goals, objectives, and policies represent the Plan's foundation.

- **Goals** are broad statements of community desires. Goals are broad in both purpose and aim, but are designed specifically to establish direction.
- **Objectives** provide specific standards and/or end states for achieving a goal. Essentially, objectives represent desired outcomes the City seeks to achieve through the implementation of General Plan policies.
- **Policies** are statements that support the achievement of objectives. Policies serve as guides to the City Council; Planning Commission; other appointed City commissions, committees, and boards; and City staff when reviewing development proposals and making other decisions that affect future growth and development.

Some readers may find that the goals and policies do not fully articulate how the City will achieve its aims. Further articulation can be found in the Implementation Program (Appendix A). The **Implementation Program** identifies specific actions the City will undertake toward putting each goal and policy into action. Adopted separately from the General Plan, the Implementation Program is intended to be reviewed and updated regularly to allow decision-makers to adjust to current community priorities and funding resources. While most

General Plan element programs are located in this Appendix, programs for the Housing Element are contained within the Element in the Housing Plan (Housing Element Section 5). The Housing Plan sets forth the City's overall housing objectives in the form of Objectives, Policies, and Programs. This format will facilitate the periodic update of the Housing Element, as required by State Law.

RELATED PLANS AND PROGRAMS

State law places the General Plan at the top of the land use planning regulation hierarchy. Several local ordinances and other City plans must conform to General Plan policy direction and work to implement the Plan. Also, regional governmental agencies, such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality management District, have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation, affordable housing, and habitat conservation have resulted in the adoption of regional plans. The policies Torrance adopts are affected by these plans. The following paragraphs describe ordinances, plans, and programs important to be consulted in association with the General Plan in development and planning decisions.

TORRANCE ZONING ORDINANCE

The Zoning Ordinance, the primary tool used to implement the General Plan, regulates development type and intensity citywide. Development regulations imposed include those setting limits on building height, requiring setbacks, and specifying the percentage of a site which must be landscaped. The Zoning Ordinance also outlines standards for residential planned unit development, affordable housing, adult entertainment businesses, historic preservation, and many other land use issues.

CITY OF TORRANCE 1999 AND 2008 STRATEGIC PLANS

Prior to development of this General Plan and Guiding Principles, the City established priorities and a vision for the future in the 1999 Torrance Strategic Plan. The largest change in the 1999 Strategic Plan update was the timing of the Plan update cycle. Rather than an automatic three-year update cycle, the 1999 Strategic Plan called for an environmental scan and phone survey every three years, with the results forwarded to the City Council for their review and consideration. If the data indicated no need for a full-scale revision at the three-year interval, the next full revision would then take place at the five-year mark.

In 2007, after a hiatus of several years, the City Council took steps to initiate a review and renewal of the 1999 Strategic Plan. A Strategic Plan Update

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Committee was created and was provided with a current survey, an environmental scan, and focus group data, and charged with the following objectives:

- Review the Strategic Priorities to be sure they are current and revise them if necessary;
- Identify emerging Strategic Priorities;
- Review the Goals and Sub-goals, and revise them if necessary; and
- Forward an updated Plan to the City Council for review and approval.

The General Plan weaves together various themes established in both the General Plan and 2008 Strategic Plan: maintaining balanced land uses throughout the City, maintaining a positive community image by protecting the appearance and character of the City, providing resources for the pursuit of knowledge and culture, and protecting valuable land uses that create jobs and revenue. Consistent with the Strategic Plan vision for the future, the goals, objectives, and policies in the General Plan will guide City leaders to continue to maintain and promote Torrance as a truly distinctive place.

TORRANCE CAPITAL IMPROVEMENT PROGRAM

The Capital Project Oversight Committee regularly updates the City's Capital Improvement Program (CIP) to allocate available funds to needed projects on a priority basis. Major projects addressed in the program include street, sewer, drainage improvements, traffic signal improvements, underground utilities, and streetscape. The CIP is developed within available and foreseeable revenues. The primary source of funding for CIP continues to be the City's gas tax allocation, the proceeds of which are used for most street, storm drain, traffic signal, and landscaping improvements. Other funding sources include outside funding from Federal State agency sources, the Los Angeles County Metropolitan Transportation Authority, and funding received by developers either as part of minimizing their adverse effects on City systems or paying applicable Development Impact Fees.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedure are described in the CEQA Law and Guidelines. CEQA is the instrument for ensuring that environmental impacts of local development projects are appropriately assessed and mitigated.

SCAG REGIONAL COMPREHENSIVE PLAN AND GUIDE

The Southern California Association of Governments (SCAG) undertakes regional planning for the six-county SCAG region of Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura counties. SCAG's efforts focus on developing regional strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing. The Regional Comprehensive Plan and Guide sets forth broad goals intended to be implemented by participating local and regional jurisdictions and the South Coast Air Quality Management District. SCAG has adopted companion documents to the Regional Comprehensive Plan and Guide, most notably the Regional Transportation Plan.

CALIFORNIA CLEAN AIR ACT

In 1988, the California Legislature enacted the California Clean Air Act, which requires the SCAQMD to prepare a plan to attain State ambient air quality standards in the South Coast Air Basin. State air standards are generally more stringent than their federal equivalents, and attaining them will require effective plan measures that are all-encompassing. The Clean Air Act requires reductions from all sources of pollution: large and small industry, mobile sources, household use of polluting products, and the transportation sector. The Act also requires the Basin Plan to be revised and updated every three years.

The Clean Air Act grants new authority to the State's local air pollution control districts to adopt and enforce transportation control measures. In accordance with the Clean Air Act, areas with "severe" air pollution, which are defined as those that cannot reach state standards by 1999 and include the South Coast Air Basin, are required to include transportation control measures to achieve an average vehicle ridership of 1.5 persons or more during weekday commute hours. (Please refer to the Circulation and Infrastructure Element for discussion of the City policy with respect to average vehicle ridership.)

Similarly, the Clean Air Act calls for no net increases in vehicle emissions after 1997 and requires the SCAQMD to develop programs to control emissions from indirect sources or traffic attractors such as housing developments, office parks and shopping centers. The mitigation of traffic-generated air pollution from these sources will need to be closely linked with land use decisions.

CONGESTION MANAGEMENT PLAN

The Congestion Management Plan (CMP) is a program adopted by the State Legislature and approved by State voters in 1990 through Proposition 111. As

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a new approach to addressing congestion concerns, the CMP was created for the following purposes:

- To link land use, transportation, and air quality decisions;
- To develop a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel; and
- To propose transportation projects that are eligible to compete for state gas tax funds.

The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for preparing the County's CMP. The Metro is required by State law to monitor local implementation of all CMP elements. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, and implement an adopted trip reduction ordinance and land use analysis program. The ten CMP intersections in Torrance include: Artesia Boulevard at Crenshaw Boulevard and Hawthorne Boulevard, Hawthorne Boulevard at 190th Street and Sepulveda Boulevard, Pacific Coast Highway at Crenshaw Boulevard, Hawthorne Boulevard, and Palos Verdes Boulevard, and Western Avenue at 190th Street, Carson Street, and Sepulveda Boulevard.

LOS ANGELES COUNTY SHORT-RANGE TRANSPORTATION PLAN

This plan focuses on the phasing of transportation improvements through 2009 that will help put together the pieces of our mobility puzzle. The Plan relies on performance-based modeling to identify the best solution for each mobility challenge.

LOS ANGELES COUNTY LONG-RANGE TRANSPORTATION PLAN

This plan assesses future population increases projected for the County and what such increases will mean for future mobility needs. The plan recommends what can be done within anticipated revenues, as well as what could be done if additional revenues become available.

REGIONAL TRANSPORTATION PLAN

The *Regional Transportation Plan (RTP)* is a component of the *Regional Comprehensive Plan and Guide* prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private

citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility. In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the Air Quality Management Plan.

AIR QUALITY MANAGEMENT PLAN (AQMP)

The South Coast Air Quality Management Plan (AQMP) is a comprehensive program designed to bring the South Coast Air Basin, of which Torrance is a part, into compliance with all federal and State air quality standards. The AQMP was prepared and adopted by the Southern California Association of Governments (SCAG) and South Coast Air Quality Management District (SCAQMD). Because of the importance of motor vehicles as a pollution source, the AQMP places substantial emphasis on reducing motor vehicle miles traveled. The AQMP foresees cities taking an increasing role in solving air pollution problems through adoption of trip reduction ordinances at the local level. The adoption of Air Quality Elements of City general plans, and the implementation of land use policies that mitigate the negative traffic impacts of land development.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

As part of a multi-pronged effort to improve the quality of water resources nationwide, the federal government authorized the State Regional Water Quality Control Board and its regional offices, such as the Los Angeles Regional Water Quality Control Board, to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and Torrance as co-permittees, most new development projects in the City are required to incorporate measures to minimize pollutant levels in stormwater runoff. Compliance is required at the time that construction permits are issued, as well as over the long term through periodic inspections. The Public Works Department enforces NPDES requirements, which are adopted as part of the Torrance Municipal Code.

SEISMIC HAZARD MAPPING ACT AND ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Seismic Hazards Mapping Act (Public Resources Code 2690 et seq.), which was passed by the State in 1990, addresses non-surface fault rupture earthquake hazards such as ground shaking, liquefaction, and landslides. Whereas the Alquist-Priolo Earthquake Fault Zoning Act specifically addresses surface fault ruptures, these regulations deal more with other earthquake hazards, and help to identify and mitigate these hazards to minimize the loss of

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life and property. In 1972, the Alquist-Priolo Fault Zoning Act was enacted with the purpose of mitigating the hazard of fault rupture by prohibiting buildings along all active fault lines. No Alquist-Priolo Earthquake Fault Zones have been designated within the Torrance city limits.

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

The City of Torrance is a member city of the South Bay Cities Council of Governments (SBCCOG). SBCCOG is a joint powers authority of sixteen cities which share the goal of maximizing the quality of life and productivity of the South Bay. Member cities include Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, Torrance, and the community of San Pedro (City of Los Angeles). The SBCCOG's work program priority issues include transportation and increased mobility, air quality, economic development, Los Angeles International Airport expansion, and the overall quality of life.